



HONOLULU WAS FAST WORK DONE SURVEY BOARD TO A MIDNIGHT IN REPAIRS TO PASS ON ROBT. ARRIVAL PROPELLER SEARLES

Several persons among the thirty-five cabin passengers brought to this city in the Matson Navigation steamer Honolulu, gained their first impression of the city at a very early hour in the morning, the Honolulu reaching a berth at Queen street wharf shortly after one o'clock following a fine trip down from San Francisco.

The coast immigration authorities took notice of the presence of three Japanese who had succeeded in gaining a free passage in the Lurline with the result that they were bundled aboard the vessel upon departure and were again landed at this port. Much material to enter into the construction of wireless stations on this island is included in the 2464 tons of freight brought from the coast in this vessel. The U. S. quartermaster department also has a quantity of supplies. The vessel is expected to proceed to Kahului on Thursday where cargo amounting to about 300 tons will be discharged. The Honolulu carried freight for Port Allen and Kapaemahu in transit, which will be left here to be picked up by the Inter-island steamers. On the after deck twelve horses and three mules stood the voyage in fine shape.

Under the direction of Captain Greene, who is doing much to maintain the popularity accorded the Honolulu by the traveling public, and ably assisted by Chief Steward Farrell and Purser Corrigan, a number of delightful entertainments were planned and carried out to a successful conclusion. The Honolulu is expected to carry a quantity of the remaining pine now awaiting shipment at this port to the mainland. The vessel will sail for San Francisco on next Tuesday.

HUNDREDS OF JAPANESE ON TOUR

One hundred Japanese, drawn from the ranks of the business and agricultural communities along the Pacific coast, have banded themselves together as a huge touring party, and are passengers in the Pacific Mail liner Mongolia, that reached Honolulu from San Francisco this morning. Under the direction of a number of guides, the Japanese state that the past season has been a fairly prosperous one with them, and they propose to spend several months in visiting the homeland and also to enlist their countrymen to migrate to the United States.

The party now on board the Mongolia is expected to return to the mainland in that vessel, leaving Japan in January. Another delegation is to return in the Manchuria. The fact that they are traveling in a Pacific Mail vessel instead of a liner flying the sunnyside flag of Japan, was considered as significant by local shipping people.

The Mongolia reached the port with several new faces included among the staff of officers. Dr. W. H. Roberts, a physician who has seen much service in the Panama trade, is surgeon in place of Dr. Smith, who resigned at the close of the last voyage. J. L. Wilson, a freight clerk, was identified with the steamer Newport before being transferred to the trans-Pacific trade.

While not approaching a record, the Mongolia carried a larger list of passengers than usual for this season of the year in crossing the Pacific. Honolulu drew 78 cabin, 6 second class and 4 Asiatic steerage passengers. The through list numbers 152 cabin, 97 second class and 255 Asiatic steerage.

The Mongolia was deeply laden in entering the harbor, the vessel carrying about seven thousand tons of mainland produce, and supplies destined for a wide range of ports in the Far East. Two hundred tons of cargo will be left here and several hundred tons of bulky sugar milling machinery will be placed aboard the vessel before it sails for Japan, the Philippines and China ports at 10 o'clock tomorrow morning.

Little Sugar Left Behind.
When the Matson Navigation steamer Wilhelmina sailed from Hilo for Honolulu the last of the week, but little sugar was left behind according to report which reached this city today with the return of Purser Phillips of the steamer Mauna Kea. The following lots are noted: Olua 18,000, Hamakua 18,000, Punaluu 2522, Honouliuli 3883 sacks.

Among the few persons whose duties made it necessary that they await the arrival of the Matson Navigation steamer Honolulu from the coast at a very early hour this morning, was a delegation of machinists who were prepared to assist in the transit of a huge bronze propeller blade, intended for the liner Wilhelmina, which weighed nearly two tons. Immediately following the berthing of the Honolulu at Queen street wharf shortly after 1 o'clock this morning, the mass of metal was sent over the side and hastened to the marine railway, where the Wilhelmina had been partly raised, in order to replace a blade lost on the last voyage. Workmen rushed the work of installing the new section, with the result that the job was completed before six o'clock and the vessel slid down into the water and shifted to a berth at the railway wharf before the Pacific Mail Mongolia, the Mexican and the Mauna Kea had been granted pratique or entered the harbor. The Wilhelmina while on the railway was believed to be in a manner block the passage of the larger vessels, hence the haste displayed in effecting the repairs.

Alex Lytle of the Inter-island marine railway, superintended the work of replacing the blade. The ballast taken aboard the Wilhelmina to assist in tipping the bow was pumped out this morning. The vessel will now complete cargo in the after hatch, and return to Queen street wharf tomorrow in time to sail at 10 o'clock for San Francisco. Castle & Cooke, the local agents, are congratulating themselves over the fact that the vessel will not be delayed in sailing for the mainland. The schedule permitting the Honolulu to arrive here a day before the sailing insured the transportation of the new parts.

HUNDREDS OF NEW LINERS FOR AUSTRALIAN TRADE

Bringing the rumor of two big new passenger and freight steamships, of a tonnage similar to that of the Niagara, to be added to the fleet of the Canadian-Australasian line, the steamer Mauna Kea, with a small number of passengers from Australia, New Zealand and Fiji, reached Honolulu this morning and will remain here until 6 o'clock this evening before proceeding to Vancouver and Victoria. The report was current in Sydney shipping circles that plans for the new vessels were under consideration by steamship officials. It was stated that the vessels like the Mauna Kea and Marama would then be transferred to another run and might be placed in service between British Columbia ports and San Francisco. Captain Phillips reports fresh southeast winds and moderate seas for the first two days after leaving Sydney, then moderate to fresh easterly winds to Auckland and thence to the islands. A strict quarantine was observed at Suva, the vessel not being permitted to land passengers because of the smallpox epidemic at Australia.

The Mauna Kea brought cargo including 915 packages of fertilizer, 105 boxes of butter, 50 carcasses of mutton, 229 of beef and shipments of wool and a number of cases of fish. Officers in the Mauna Kea claim to have received no news regarding the fate of the officers and men in the schooner Americana which has been given up for lost and is believed to have been wrecked in the South Seas while on a voyage to the Antipodes with lumber from the Sound.

Mexican Had Big Island Freight.
Between three and four thousand tons of freight for island importers are aboard the American-Hawaiian steamer Mexican, which arrived at Honolulu this morning and is now berthed at the railway wharf. This vessel has supplies forwarded from the east coast of the United States in vessels operated in the American-Hawaiian Atlantic fleet. The Mexican is to call at one or more island ports, and then return to Honolulu for dispatch to San Francisco direct.

Rioting has recommenced at the Isle Royal mines near Calumet, Mich.

BAGGAGE TRANSFER
RING UP 2464. LORRIN K. SMITH
FURNITURE AND PIANO MOVING A SPECIALTY.
Hawaiian Express Co.,
Nuuanu and Queen Streets

A special board of survey has been appointed to pass upon the extent of damage sustained by the American four-masted schooner Robert Searles, which was brought into Kahului harbor on Saturday night, in badly crippled condition. Arthur Berg, president and manager of the Bishop Insurance agency, and the island representative for the American Bureau of Shipping, accompanied by John H. Macaulay, the harbor pilot, who is considered an expert in marine survey work in the islands, left last evening for Maui as passengers in the Inter-island steamer Claudine.

Upon the report submitted by Berg and Macaulay will depend the future disposal of the damaged vessel. Arrangements are now under way for bringing the Robert Searles to Honolulu, where it is estimated that about five hundred thousand feet of lumber must be discharged before the vessel can go on the marine railway for a general repair. Four masts will have to be installed, as three sticks were entirely carried away, leaving one stump from which a jury sail was rigged. A new steering gear will probably be fitted.

Berg and Macaulay are expected to return to Honolulu on Thursday morning. It was stated today that the owners carried a fair amount of insurance upon the vessel. The hold is said to have weathered the storm in very good condition. At the time the Claudine sailed from the Maui port, very little water was finding its way into the vessel. The disabled schooner will probably be towed to Honolulu from Kahului by an Inter-island steamer.

Met Squally Weather.
Squally weather with much rain was met by the Inter-island steamer Mauna Kea in returning from Hilo and the way ports. Fresh trades were the rule as the vessel steamed across the channel to the Maui coast. The Mauna Kea brought considerable freight and sundries, including shipments of vegetables, poultry, 10 cords of wood, a lot of empty gasoline containers, one auto, 10 tons of ice and 85 packages of sundries. At the local passenger office, a number of tourists from the mainland have engaged passage for the purpose of witnessing the renewal of activity reported at the volcano.

Everton to the Coast.

To be absent from the territory for at least six months, F. W. Everton, superintendent of the local Seamen's Institute, will sail for British Columbia as a passenger in the Canadian-Australasian liner Mauna Kea this evening. Everton is to take up duties at Vancouver and Victoria along the line of those followed during his extended residence in this city. His identification with the work among seamen at this port has won a large circle of friends not only among those who follow the sea but also in business and shipping circles. Everton expects to return to this city in time to resume his labors with the opening of the Panama canal.

Lansing to Visit Island Port.

A portion of the fuel oil brought to Honolulu in the Union Oil Company tanker Lansing will be left at Kaunapali, according to report this morning. The Lansing has been discharged of twenty thousand barrels of oil and is being made ready to sail for Maui, and thence to the Pacific coast.

Melrose off for the Coast.

The last of a large shipment of lumber has been discharged from the schooner Melrose at Hilo, and that vessel is reported to have been dispatched for the sound on last Friday. The vessel sailed in ballast.

One Windjammer at Hilo.

The schooner Prosper is reported as the only sailing vessel at Hilo at the time of departure of the Inter-island steamer Mauna Kea for Honolulu. The Prosper was lying at the railway wharf where a shipment of lumber from the sound was being discharged. This vessel it is predicted will sail for the coast within a week.

Likeliest Brought Hawaii Sugar.

Sugar from Hawaii, amounting to 4000 sacks has arrived in the steamer Likeliest. This vessel also brought 50 sacks of island corn, the first to be received here in some time. The officers report good weather on the voyage.

LOCAL LEAGUE DOESN'T WANT COAST PLAYERS

Local baseball promoters do not believe that a baseball team of Pacific Coast and Northwestern league stars would prove a drawing card, and so Mike Fisher, the Seattle baseball man, will not bring over a team next month. Fisher planned a tour to Hawaii and Australia with a team of major league stars, and signed with the Athletic park and Oahu League managements for a six-game series here. Yesterday came a wireless from Fisher saying that the Australian trip was off owing to the smallpox epidemic, and suggesting that he substitute a Coast League picked team, and come to Hawaii anyway.

A meeting of the Oahu League was held last night, and it was decided that the team suggested would not be an attraction, and that unless Honolulu could get the real article from the big leagues, it would be unwise to promote the trip.

Accordingly the following wire was sent to Fisher this morning:

"Cannot feature Coast team. Advice cancel contract."

This will probably be done, and the whole venture declared off for the year.

PASSENGERS ARRIVED.

Per F. M. S. S. Mongolia, from San Francisco, Oct. 7.—For Honolulu: Franz Bayer, W. N. Bellinger, Mrs. W. N. Bellinger, Mrs. C. Bowler, Miss D. V. Briggs, Geo. Eustard, J. J. Gaden, Mrs. J. J. Gaden, F. D. Carroll, F. H. Conway, Mrs. F. H. Conway, E. C. Cronberg, A. W. Harrington, L. E. Davis, Mrs. L. E. Davis, C. S. De Forest, Mrs. D. Douglas, Mrs. A. W. Dow, W. T. Dunn, Geo. Flood, K. G. Gillette, Mrs. K. Gillette, Miss C. A. Gilman, Mrs. H. S. Gray, Master Percy Gray, T. Hadfield, Mrs. Mary Harley, E. B. Henderson, W. B. Hopkins, Miss B. Howe, J. E. Hamburg, Mrs. F. H. Kave, Miss Frances Kinney, F. A. Lathie, Miss Ruth Lindley, Frederick C. Little, Judge W. B. Lymer, Mrs. W. B. Lymer, Mrs. R. A. Lyon, Miss Marie Lyon, Wm. K. Macomber, Miss Nina McCleery, Dr. Edith E. McLean, Miss A. L. Midealf, Miss Lotta Myers, Miss Annie Newbigin, Miss Theresa Newton, Miss M. G. Nesbit, Miss M. J. Peale, H. G. Plummer, Mr. H. G. Plummer, G. Podmore, R. C. Reeve, A. Sellner, J. C. Twohy, Mrs. J. C. Twohy, Mrs. E. C. Waterhouse, Miss Amy Waterhouse, Miss Gwendolen Waterhouse, Master Leigh Waterhouse, W. B. Welsh, Miss Sarah Wilson, W. B. Wykoop, Mrs. W. B. Wykoop, Mrs. R. Yarrow, K. Yashide & Inf. C. S. Jackson, Through: B. Howell, Mrs. L. B. Howell, Miss Helen V. Hunt, Miss Helen Von Wahl, John Combs, Mrs. John Combs, H. Habbish, Miss Nellie Stewart, Mrs. John Colbran, Master Stewart Colbran and nurse (Miss Jennie Fern), Miss Florence M. Cronise, F. H. De Vinney, Mrs. F. H. De Vinney, Mrs. Zeldia Harrison, Miss Zeldia Harrison, S. Hata, E. Holzberger, R. C. Lichtenberg, Mrs. R. C. Lichtenberg, Mrs. Geo. Newman, W. W. Skinner, Miss B. Skinner, Rev. L. A. Torrey, Mrs. L. A. Torrey, Rev. J. H. Warnshers, Mrs. J. C. Bruns, Mrs. Bryant Conrad, Miss Georgia Conrad, H. Phillips, Mrs. H. Phillips, Miss Jessie V. Anker, Miss Grace Farnsworth, S. H. Foley, C. M. Hayes, Mrs. C. M. Hayes, Rev. W. H. Lacey, Mrs. W. H. Lacey, Miss Gertrude Lloyd, R. M. White, Mrs. R. M. White, Miss M. Barnett, Mrs. S. Sadie Blodgett, F. S. Borden, J. Coleman, Miss Charlotte Cromwell, Mrs. L. Davis, H. Davidson, Wm. Du Bois, E. L. Enright, N. C. Fattbert, Mrs. N. C. Fattbert, L. V. Finster, Mrs. L. V. Finster, Wm. E. Gartz, F. F. Gonzalez, Manuel A. Gonzalez, R. E. Hay, Mrs. R. E. Hay, Master Donald Hay, Master Royal Hay, Mrs. H. A. Harris, W. E. Lanier, Mrs. W. E. Lanier, P. S. O'Reilly, F. L. Peacock, Miss Florence T. Pratt, J. O. Ryd, Mrs. J. O. Ryd, A. G. Saunders, Dr. G. W. Stephens, Robert Stewart, Roy A. Wells, Miss Barbara Ziegler, Geo. H. Zerbst, Harry L. Alexander, Mrs. Harry L. Alexander, Miss Mary E. Babbitt, Miss Mary S. Beale, D. H. Beck, Miss Josephine G. Bowman, G. Bowman, J. Byrne, C. D. Cass, Mrs. C. D. Cass, Chas. P. Conington, Mrs. Charles P. Conington, S. Culin, Lockwood, P. Forest, Miss H. A. Durbin, Rev. Paul Eakin, Edw. F. Goff, Rev. P. A. Gould, Mrs. P. A. Gould, W. Edgar Graham, Fred A. Greenwood and Vallet, Alfred Hagerman, J. B. Havre, Mrs. J. B. Havre, Major R. Hawkes, Mrs. R. Hawkes, Mrs. Horace T. Herick, S. J. Johnston, Miss Margaret Jones, H. W. Kelley, F. B. Keystone, J. R. Keystone, Mrs. Robt. Knox, John Lawrence, Mrs. John Lawrence, Miss Edna F. Lowe, Miss Anna C. Lynn, B. E. Manville, Mrs. B. E. Manville, C. W. Mason, Mrs. C. W. Mason, Miss Dorothea Mason, Paul Mason, J. R. Marston, A. A. Merritt, Liao Nyan, Dr. Frank Oldt, Mrs. Frank Oldt, Max Oldt, Miss Ruth Oldt, Dr. Chas. E. Park, Rev. P. W. Pitcher, Mrs. P. W. Pitcher, Miss Daisy Pitcher, W. T. Pitkin, Mrs. W. T. Pitkin, Mrs. Harold Plumb, Rev. Alonzo A. Pratt, Chas. Reich, Dr. R. M. Ross, Mrs. R. M. Ross, Arthur Ross, Donald Ross, Chas. A. Selden, Samuel Selden, John Selden, Miss Mary Selden, Mrs. W. Z. Tiffany, Dr. E. H. Thompson, Mrs. E. H. Thompson, P. W. Van Metre, Mrs. P. W. Van Metre, Miss Bula Van Vranken, C. Waterman, Mrs. J. Waterman, J. T. Wheeler, Horace J. Williams, Mrs. Horace J. Williams, Menzo Williams, Mrs. Menzo Williams.

Per str. Mauna Kea, from Hilo and way ports, Oct. 7: J. E. Steady, E. M. Howe, S. Bull, Rev. F. S. Seuder, Rev. H. P. Judd, Miss A. Hirst, Miss R. N. Hussman, Mrs. Murchinson, Miss Murchinson, C. C. Kennedy, Dr. H. B. Elliot, Mrs. J. H. Craig, Miss A. Dyches, G. J. Waller Jr., A. W. Carter, H. J. Carsten and wife, E. T. Westley and wife, — Graig, J. Rottenberg, M. H. Newman, T. O'Brien, W. F. Van Diker, H. B. Marriner, Bruce Cartwright, Miss J. Hickox, Mrs. L. A. Andrews, Mrs. J. W. Lenhart, J. H. Fratt, J. Calder, D. Boone, Geo. Hutcheson, T. Horiguchi, K. Ong Ke, D. B. Newell, S. E. Hannedsted, H. G. Purcell, B. Williams and wife, W. McDougall and wife, F. Stark, Father Justin, Miss H. Morton.

Per M. N. S. S. Honolulu, from San Francisco, Oct. 7.—Mrs. M. C. Ambrose, Miss Lela Beebe, Miss Ida Bentley, H. G. Boswell, Mrs. H. G. Boswell, W. L. Decota, Mrs. W. L. Decota, Mrs. M. E. Edrington, Matt M. Graham, Mrs. Matt M. Graham, John O'Rourke, Wm. B. Hitts, Mrs. Wm. B. Hitts, Jas. T. Jensen, Mrs. Jas. T. Jensen, Mrs. R. H. Leigh, J. H. Long, Miss Mary McCann, Mrs. H. C. Mohr, Miss M. H. Mosser, R. S. Norris, J. Plankinton, H. E. Savage, Mrs. H. E. Savage, Miss M. A. Shadon, Mrs. H. Smith, F. G. Snow, Mrs. F. G. Snow, Miss N. Tunks, C. J. von Melako, C. Hutchins.

Per C. A. S. S. Makura from Sydney via Auckland and Suva, Oct. 7.—For Honolulu: Miss E. Bloomfield, Misses Kennedy, Elliott, Ryder, Mrs. W. Doyle, Mr. G. McAneny.

In a fight begun by two drink-craved mulatto boys at Harrison, Miss., and ending in their lynching by a mob, three whites and 10 negroes were killed.

LORD-YOUNG TO COMPLETE BREAKWATER

(Continued from page one)

Delay after delay was experienced in the actual placing of stone for the breakwater. Work was stopped several times, and efforts made to secure an extension of time for completion of the contract, as well as modification of the method of carrying on the laying of the stone.

Investigation of Conditions.
Finally Charles F. Bickel, a noted engineer, was sent here from the mainland, arriving on August 26, and representing the controlling interests in the Breakwater Company and the trust company said to have practically taken over the management. Bickel made an investigation of the situation and returned to the mainland a few days later, accompanied by Charles W. Alden, superintendent of the Breakwater Company at Walakea.

Ed. Lord, who has been on the mainland on other business, got in touch with the Philadelphia interests immediately upon the arrival of the engineers from Hawaii. It is presumed that their report on the involved situation at Hilo led to the agreement by which the Lord-Young company takes over the management and will complete the work.

It is reported that only about 40,000 tons of stone have been placed, and an extension of time to complete the contract will be necessary.

James L. Young announced this morning that when his company starts to work, it will get stone from the Kapoho quarry. The securing of the stone has been one of the problems that baffled the Philadelphia management. The Lord-Young company used Kapoho stone for the second section. "We shall take hold as soon as arrangements can be completed and are confident of an early completion of the work," said Mr. Young this morning. "We have some of the equipment, and we will take over the Breakwater company's equipment for getting out the rock, and move it to the Kapoho quarry."

The history of third breakwater section goes back to September 8, 1911, when bids were opened at the office of Maj. Wooten, corps of engineers, U. S. A. The Lord-Young company's bid was \$2.19 per ton for both sub-structure and superstructure, and the Philadelphia company's bid was \$2.47 per ton. The bid was awarded to the mainland concern on October 19, and under the terms of the contract, work was to commence within thirteen weeks from the date of award, and must be finished by two years from that date. The total amount of rock to be placed was estimated at 220,000 tons.

When the Philadelphia company made its low bid, it was freely predicted that it could not do the work at the figure named, and that the mainlanders, in taking a flyer on this work, had contracted for more than they could handle, a prediction that soon materialized. As the Lord-Young officials are thoroughly familiar with the situation, the expectation is that the work will be carried through vigorously and effectively.

How the Contract Stands.
Government contracts of this class are non-assignable, and the army engineers will continue to hold dealings with the Breakwater Company of Philadelphia. The Lord-Young Engineering Co. is to the government in the position of being employed to do the work for the original contractor, from the government standpoint.

"In round numbers, the contract for the superstructure calls for about 200,000 tons of rock, of which only about thirty or forty thousand has been placed," said Major W. R. Wooten, corps of engineers, this morning. "No extension of time has been asked for, and the date for completion is February 1, if the work runs over this period, the contractors will have to pay all costs of supervision and inspection by government employees, now being paid by the government, from that date until completion."

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City Transfer Co.,

Tel. 1281

James H. Love

HONOLULANS IN FIJI DESCRIBE SOUTH SEA LIFE

(Continued from page one)

walk down without tipping the canoe over. In fact the whole family sometimes lives in a thatched house built out over the outrigger. The boys use sculls to propel their canoes, and the only thing that I saw in Suva that reminded me of Hawaii was the swimming of the native boys. The Hawaiian boys are more adept at this than are the Fijians, but the Fijian boy will dive deeper for a coin than will the Hawaiian, and he seems to stay under water longer; but there is no high jumping or diving. You can see him swimming yards below the surface searching or fighting for a coin that is zig-zagging its way down.

Everything ashore seemed different from Hawaii. The woolly-haired natives, some of them with hardly anything on, greeted us with "Siandra," which means good morning. Some of them had a tinge of red in their hair, I found that this came from the fact that every Saturday they cover their hair with lime, and wash it off Sunday morning, leaving the hair a brilliant red they greatly admire. The Fijian man takes great pride in the upkeep of his hair. It stands out in every direction and shields him from the sun. The women do not seem to think so much of their hair as do the men, but they too cover it with lime just before Sunday. The most striking costumes I noticed were those of the Fijian police. Dark blue coats and navy blue "lava lavas" or skirts with scalloped edges—my, but they were proud. Then, too, there were the "Cavallones"—men and women dressed in the rich colors of India.

Suva is built on the side of a hill. Some of its streets are narrow and crooked, but shady and pretty. Mr. Ford knew the town, for he had once lived there for a month, so it didn't take him long to establish an agency for his magazine, the Mid-Pacific, and start a Habs-Around-the-Pacific Club, in fact, a new tourist bureau was being organized by the government and the chamber of commerce, so Mr. Ford was right in his element. He discussed matters with the different members of the bureau all morning and then was called on by the governor, Sir Buchanan Sweet-Escott, and found him a most pleasant governor, ready for joking or business, and he seemed to enjoy both. We had a great visit, he promising to give us his co-operation. The new tourist bureau has started out with a tally-ho auto bus, and tourists are taken to see the sights around Suva at two shillings a head. But instead of taking the bus we spent our time looking for native trails and native grass houses.

In these grass houses old time Fijians live who have not changed much in the last hundred years. They still wear "lava lavas" which are more picturesque than our sewing machine made clothes. I think that there is plenty for the tourist to see about Suva but he would have to wait over a trip as the best sights are reached by the little launches and steamers that cruise among the islands. The new hotel being built by the Union Steamship Company is almost completed. When it is finished, tourists will be urged to stop over and enjoy the \$2.50 a day inter-island trips, as the agent of the Union Steamship Co. is one of the leaders of the new tourist bureau and he is very proud of Fiji.

We spent the whole day in Suva and did not leave until late, as there were plenty of bananas to load for Auckland and Sydney. The Niagara is so big that we can't feel any motion, and the table is so good that we are all getting fat. The swimming boys came again when we were leaving, their swimming under water was wonderful, but their stroke wasn't anywhere near as good as our boys of Hawaii in the harbor and at Waikei. Perhaps, though, the new tourist bureau will see that some of the boys are trained to swim fast, but I don't think they will ever touch our Duke.

Inter-island Sailings Today.

Two inter-island steamers sailed at noon today, the Vailie taking general cargo for Honokaa, Kukuihaele, and way ports, while the Maui was supplied with some coal, fertilizer and lumber for discharge at Mahukona and Kawaihae. The Kinai is sailing at five o'clock this evening to call at the usual ports on the island of Kauai. The Mikahala for Maui, Molokai and Lanai ports will sail at five o'clock in the evening, taking passengers, mail and freight.

A crime wave has swept over Berlin during the past two weeks, causing a Berlin newspaper to comment that the city might now be said to compete with "darkest New York" as the scene of bloody crimes.

To win a bet, six girls belonging in a Paris dressmaking establishment, cut out and made a dress of most fashionable pattern during a 20-minute journey in a subway train.

A "British Committee—Panama Exposition" has been formed in London to advertise the exposition and bring the matter before parliament.



Meet me face to face often at the

Popular THEATER

The Gigantic Slaughter Sale
Is Still on at 152 Hotel Street
M. R. BENN
Successor to J. Landro.

TONIGHT EMPIRE THEATER The Pendleton Round-Up

"BUCKING CONTEST"
Full of Life.
IT'S THE ONE SHOW YOU'LL NEVER FORGET.
REGULAR PRICES

Hot Water Instantly
One-tenth of a cent per glass by Electricity.
\$3.00 EACH.



Electric Shop
Removed to 1135 Fort St.

BLISS THEATRE

TONIGHT

Monte Carter

AND HIS FAMOUS
Dancing Chicks

Present
"Izzy the Waiter"

Two Shows Nightly.

VESSELS TO AND FROM THE ISLANDS
[Special Cable to Merchants' Exchange]

Tuesday, Oct. 7.
HILO.—Sailed, Oct. 3, noon, Melrose, for Port Townsend.
SAN FRANCISCO.—Sailed, Oct. 7, 1:30 p. m., S. S. Tenyo Maru for Honolulu.
Sailed, Oct. 7, 2:15 p. m., S. S. Sierra for Honolulu.
Arrivals.
S. S. HYADES.—Arrives from Seattle Wednesday morning.
S. S. MARAMA.—Arrives from Victoria Wednesday 5 p. m., and proceeds to Sydney 10 p. m. same day; 212 passengers all told.